

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94248-0115

California Legislature

February 27, 2007

Ms. Marian Bergeson, Chair
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Re: Urgent request to fully fund Los Angeles County's fair share of Corridor Mobility Improvement Account (CMLA) allocations

Dear Chairwoman Bergeson:

We, the undersigned members of the Los Angeles County delegation, write to urge in the strongest possible terms that your Commission provide Los Angeles County our fair share of Corridor Mobility Improvement Account (CMLA) funding when you take your final vote on the CMLA program on Wednesday, February 28. While we appreciate your staff's revised recommendations to fund the I-405 carpool lanes and I-5/I-605 carpool lanes, we strenuously object to other elements of your staff's February 26 report.

In particular, we strongly disagree with your staff's recommendations to eliminate funding for two projects your staff originally recommended receive allocations: the I-10 carpool lane from Puente Avenue to Citrus Street, and the I-5 carpool lane from Route 134 to Route 170. Moreover, your staff's revised recommendations continue to leave the following projects with no funding whatsoever: the I-10/605 transition connector, the I-10 carpool lane from Citrus Street to Route 57 and Route 138 improvements. These results would be unacceptable. (While your staff cover letter accompanying your recommendations explains that the I-10/605 interchange and the SR-138 may be funded by the State Highway Operation and Protection Program, the letter does not guarantee this funding will be available.)

Los Angeles County suffers from 30% of California's traffic congestion. But if your staff's revised recommendations hold, we would receive less than 25% of the CMLA allocations. One potential source of funding to begin to rectify this inequity would be an appropriate percentage of the \$150 million your staff has recommended the Commission retain as a reserve for traffic management system projects. While we are not in a position to opine on where the balance of the funds necessary to give Los Angeles County our fair share should come from, we do know that the main purpose of the CMLA program is to alleviate traffic congestion. Given that Los Angeles County endures the worst congestion in California, the CMLA would not fulfill its promise unless our county receives our fair share of funding.

We urge you to retain the funding in your staff's revised recommendations for the I-405 and I-5/I-605 projects, and to provide the additional funding necessary for Los Angeles County to secure our fair share of CMLA funds.

Thank you very much for your consideration.

Sincerely,

Richard Marcón

Betty Komette

Mike Davis

Jenny Dropeza

Bery Rinner

Sharon Rinner

Keirnde Leon

Ken Allen

Jack Stott

Mike Fauer

John

Mark Ridley

Quinn Rinner

Lloyd Lee

John

Ted W. Lee

Jack Stott

Quinn Rinner

Mervyn M. Dynally C MSFR

Sam Bar

Anthony Puth

Mike Eng

Gilbert Cedillo

Bob Ziff

Paul Kerkorian